

LOST IN SIGHT OF PORT.

The Steamship City of Rio de Janeiro Sunk Off the Entrance to the Golden Gate.

LOSS OF LIFE BELIEVED TO BE HEAVY.

United States Consul Wildman, returning, with his family, from Hong Kong, believed to be among the lost. Capt. Ward said to have gone down with the ship.

San Francisco, Feb. 23.—The steamer City of Rio de Janeiro, Capt. Ward, of the Pacific Mail Steamship Co., from the Orient and Honolulu, struck on a rock at an early hour, just outside the Golden Gate, and sunk in 20 minutes. A large number of people were drowned.

Had been lying in a fog. The steamer had been lying off the heads all night, an unusually heavy fog preventing her from entering the harbor. At 5 a. m. she weighed anchor and headed for the city in charge of Pilot Frank Jordan. Shortly afterwards the vessel struck a hidden rock and Pilot Jordan shouted for all on board to take to the boats.

Wildcat confusion prevailed. The passengers and crew alike scrambled for the boats, and in their endeavor to escape from the rapidly sinking vessel many jumped overboard.

Capt. Ward ordered several of the boats alongside, and the ladies of the cabin and some of the gentlemen passengers were placed in them. The boats were manned by part of the crew and headed citywards. So far as known but three of the ship's boats left the vessel. On board the Rio were 29 cabin passengers, 150 in the steerage and 140 in the crew.

West Down with His Ship. The steamer Sequoia, just returned from the scene of disaster, has 24 people on board.

It is reported that Capt. Ward locked himself in his stateroom and went down with the vessel. Pilot Frank Jordan was picked up by one of the boats. He is severely injured, and had to be removed to the hospital. Passenger Phil Nussenblatt, of Honolulu, was saved.

List of Fatalities Will be Large. The vessel sunk in less than twenty minutes and it is positive that the list of fatalities will be large.

Not Entirely Out of Sight. The steamer is not entirely out of sight. Her smokestack and part of the pilot house are above water. Nine teen of the Chinese are known to have been rescued.

G. Hechts, a German officer, was rescued by the life-saving crew, and immediately upon being taken ashore he was driven to the California hotel. He said, through an interpreter, that the fog prevented him from seeing what was going on in the work of rescue. Hechts decided to jump overboard. He procured a life preserver fastened it about him and jumped overboard. He was in the water only a short time when rescued.

Story of Pilot Jordan. Pilot Jordan was taken on board Thursday afternoon inside the Farallones. The ship then laid to until 4:30 Friday morning, when the weather cleared somewhat. The steamer then started under half steam toward Point Bonito. She held to her course until 5:20 when she struck a rock. There was a terrific jar. The steamer kept an even keel for fifteen minutes, when she suddenly plunged downward bow first.

One of the Boats Smashed. She struck a boat and smashed it. The boat contained Third Officer J. C. Holland and J. K. Carpenter, a capitalist of Oakland. Carpenter was picked up, but it is not known what became of the third officer.

Capt. Ward stood on the deck and superintended the launching of life boats and rafts.

Estimate of Lives Lost. The number of lives lost in the wreck of the Rio is variously estimated at from 50 to 150. It is almost positive that Consul Wildman, his wife and two children are among the number lost. Nothing has been seen of the Wildman family since the vessel struck the rock.

Purser Rooney Missing. The purser, John Rooney, is missing and all of his papers, it is believed, went down with the vessel and until he is found alive or his pouch is recovered, it will be impossible to fully determine the total loss of life until the agents of the company in the Orient and in Honolulu can be communicated with.

A Passenger's Belief. One of the rescued passengers gives it as his belief that the loss of the vessel was caused by the explosion of her boilers.

That the steamer sank almost immediately after striking is the report of a majority of those rescued. Some of the passengers say that she instantly listed forward and that in five minutes she went down, while others declare that she stayed afloat for half an hour after she struck. The confusion occasioned by such an incident is intense and it is not surprising to find that there is a lack of unanimity as to the length of time the vessel remained above water.

The wreck lies about three-fourths of a mile south of Fort Point and about 1,000 yards off the rocky shore. The smokestack and a portion of the upper works of the ill-fated steamer are visible.

There are several conflicting stories concerning the fate of Capt. Ward. The steward of the Rio says that he stood beside the captain when the vessel went down. Two other survivors say that they also saw the captain to the last, but Frederick Lindstrom, the quartermaster of the Rio, emphatically declared that Capt. Ward emulated Admiral Trion of her British majesty's ship Victoria, in going down to his cabin, where he met his doom behind a locked door.

BOERS IN FULL RETREAT.

Enormous Losses Sustained by Them in Their Unsuccessful Invasion of Cape Colony.

London, Feb. 25.—The war office has received the following dispatch from Lord Kitchener:

"Middleburg, Transvaal, Feb. 24. "French reports from Piet Retief, February 22, that the result of the columns sweeping the country is that the Boers are retreating in scattered and disorganized parties to the number of some 5,000 in front of him.

"Amsterdam and Piet Retief have been occupied and the troops are protecting the Swazi frontier. French will push on, but is much hampered by the continuous heavy rains.

"Summary of losses inflicted upon the enemy up to February 16: Two hundred and ninety-two Boers known to have been killed and wounded in action; 56 taken prisoners, 183 surrendered, one 15-pounder gun, 462 rifles, 160,000 rounds of small ammunition, 5,500 horses, 70 mules, 3,530 trek oxen, 18,700 cattle, 155,400 sheep and 1,070 wagons and carts captured.

"Our casualties: Five officers and 41 men killed, and four officers and 108 men wounded. I regret to say that Maj. Howard, a very gallant officer of the Canadian scouts, was killed February 17.

"Plumer reports that Col. Owen captured De Wet's 15-pounder and pom-pom February 23, as well as 53 prisoners and a quantity of ammunition. We had no casualties. Enemy in full retreat and dispersing, vigorously pursued.

"De Wet's attempt to invade Cape Colony has evidently completely failed."

DE WET'S FORCES ROUTED.

All of His Artillery and Many Men Captured—Camp Abandoned.

London, Feb. 25.—A correspondent of the Daily Mail, with Henniker's column, wiring Saturday, says:

"Gen. De Wet was routed yesterday by Col. Plumer, with whom were Colonels Henniker, Craddock, Jeffreys and Grabb. This was preceded by a series of desperate attempts on the part of the Boers to escape from the water belt of the Orange and the Brak rivers.

"Gen. De Wet, after unsuccessfully attempting to cross the Brak at Klip drift and the Orange at Red's drift and Mark's drift, moved along the bank of the Orange with one gun and one pom-pom and laagered opposite Kameel drift.

"At dawn Col. Plumer left Wel-gordon, 22 miles west of the Boer camp and northwest.

"At sunrise he attacked the enemy, taking 40 prisoners. The pursuit continued during the afternoon, the Boers moving toward Hopton. Toward evening, the leading troop sighted the enemy, who had laagered beyond range. Col. Owen charged the spot, where the Boer artillery was supposed to be, and captured the whole of it. The enemy fled, leaving their horses ready saddled and their cooking pots full. According to the latest reports only 400 Boers recrossed to the north side of the river. The Orange is greatly swollen."

MUST SHIFT FOR THEMSELVES.

Boers Dismissed to Their Homes—Steyn and De Wet Run Away.

London, Feb. 25.—The Daily Telegraph publishes the following from De Aar, dated February 24:

"Mr. Steyn addressed the Boers yesterday and told them they must all shift for themselves, returning to Orange River colony as best they could. He and Gen. De Wet took 300 of the best horses with which to escape."

PROTESTANTISM IN MANILA.

The Jesuit-Driven Natives Thronging to the Standard of Evangelism.

Manila, Feb. 25.—A largely attended meeting was held yesterday morning in the Tondo ward of Manila under the auspices of the Evangelical church, and a great open-air gathering in furtherance of Protestantism was held yesterday afternoon at Pasay.

Rev. B. Rodgers, of the local staff of the Presbyterian Board of Foreign Missions, together with Senor Buenamino and others, is preparing articles on church policy and government. The Methodists report the baptism of 258 converts in Manila last week.

Salamanca, the native Methodist preacher who was arrested at Cavite a month ago, has not yet been tried. The Methodists assert that he will be completely vindicated. They say the charge that he is an insurgent is a fabrication of hostile friars, and they are anxious to have the charges against him investigated.

Twenty insurgents were captured by a detachment of native scouts near Polo, in the Province of Bulacan. There are unverified rumors in circulation here that Gen. Torres has surrendered.

May Avoid Extra Session.

Washington, Feb. 24.—There have been several conferences to-day of senators looking to an amicable understanding on the Cuban question so that an extra session may be avoided. As a result it is said to be probable that an amendment dealing with our relations with Cuba will be presented in the senate to-day, when the army appropriation bill is taken up.

The amendment will be on the lines already indicated. The exact phraseology of the amendment, it is said, has not been definitely settled as yet.

Simultaneously Observed.

Coburg, Feb. 25.—The new star of the first magnitude which was discovered Friday by Dr. T. D. Anderson, of Edinburgh, in the constellation Perseus, was simultaneously observed by Prof. Grimes, at the Erlangen observatory, Bavaria.

Killed in a Theater Fire. Rome, Feb. 25.—A dispatch from Castagnola says that two persons were killed and many others were injured in the destruction of a theater there by fire.

RUSLING'S SIDING WRECK.

Eleven Lives Known to Have Been Lost in the Accident Near Bordentown, N. J.

UPWARDS OF FORTY OTHERS INJURED.

The Accident Said to Have Been Due to a Misconstruction of an Order to the Accommodation to Wait on the Siding for the "Nellie Bly" Express to Pass.

Trenton, N. J., Feb. 23.—The total number of dead as a result of the wreck at Rusling's Siding, near Bordentown, Thursday night, is now ascertained to be 11. Besides the eight bodies brought to Trenton, Thursday night, three more were brought in since.

Bodies Badly Charred.

The three bodies were found in the ruins and were badly charred. One was that of a woman, who was so badly burned that there is nothing left but her breast and her head. It is doubtful if she can be recognized. Of the number killed, besides Engineer Earle and Baggage-master Birmingham, three others have been identified. One is J. Walter Nale, a Trenton salesman, whose body was taken to his home. Another is that of Wm. Minney, a laborer, supposed to have lived at Florence, N. J. He was identified by papers. Another identified was Stokes, of Bristol, Pa. He was identified by a man named Find, of that place. Stokes is said to have been a collector for George Kelly, of Philadelphia.

Three Pottery Men Missing.

There were three Trenton potters who worked at the Ironsides pottery, Bordentown, who were supposed to have been on the train and who are missing. These men are believed to be among the unidentified dead. Their names are Thomas C. McGee, John Gates and John Farrell. Farrell's wife was at the morgue, but she was unable to identify any of the clothing as belonging to her husband. The bodies were in such a bad condition that they could not be exhibited to her.

RESPONSIBILITY FOR THE WRECK.

Conductor of the Accommodation Misconstructed an Order.

Philadelphia, Feb. 23.—Superintendent Abercrombie of the Amboy division of the Pennsylvania road said regarding the responsibility for the wreck near Bordentown, that Conductor Edward Sapp, of the accommodation train, which left Camden at 1:30 Thursday afternoon, had instructions to wait on the siding until the three sections of the express train had passed. Instead of doing this, he said, Sapp ran on to the main line after only two sections had gone by.

FIVE LIVES CRUSHED OUT.

Terrible Fate of Five Italian Workmen Caught by a Train on a Bridge.

Sharon, Pa., Feb. 23.—An Erie & Pittsburgh freight train ran into a crowd of men on their way to work, and five were killed outright, being cut to pieces.

The names of the dead men are: Zaccaro Rocco, Italian from Guiseppe Parrago, Coscigrallo Succa, Zaccaro Zappi, Pasquale Zappi.

The men were crossing the Pennsylvania railroad bridge at 6:05, on their way to work, and had reached the middle of the structure when the Erie & Pittsburgh freight train bore down on them at full speed. Before they could make an effort to save their lives the train struck them, grinding all five beneath the wheels.

A DISASTROUS HURRICANE.

Wind and Flood and Flame Work Dire Destruction at Noumea and Other Points.

Vancouver, B. C., Feb. 23.—The steamer Warrimoo arrived yesterday, from Australia, bringing news of a disastrous hurricane at Noumea, on January 22 and January 23. The telegraph and cable communication was cut off for five days. News from the east coast states that it was the worst hurricane experienced for many years. Great damage was caused at Tchilo, Kaoua and Kaoua, the Nichol company's properties, houses being blown down and the railway bridges and lines being washed away by the floods. Numbers of cattle and horses were drowned. The steamer Hero, late of the Union Co., was blown ashore at Kaoua, where several persons, loaded with nickel, foundered. The bark Emelle Gallen was driven ashore, and is now high and dry at Tchilo.

BEEHIVE SUGAR IN CANADA.

The Ontario Government Taking Steps to Encourage the Industry in that Province.

Toronto, Ont., Feb. 23.—The Ontario government has announced its bill to encourage refining of beet sugar. The sum of \$75,000 per year will be set apart for three years, the bonus to refiners will consist of one-half cent per pound for the first year and one-quarter cent per pound for the succeeding two years, the refiners to pay farmers \$4 per ton for beets.

A Prodigious Old Producer.

Kokomo, Ind., Feb. 23.—The American syndicate prospecting for oil in Egypt has, it is said, struck it rich. Thomas Sharkey, of this city, a driller in the employ of the syndicate, writes home that the first well drilled is a prodigious producer, and that other wells are being drilled in the locality. The first well struck oil at a depth of 2,350 feet. It is near the banks of the Red sea. The syndicate obtained favorable grants from the khedive, and that ruler will profit largely by the discovery.

'WAS A TERRIBLE CALAMITY.

The Terrible Loss of Life by the Foundering of the Steamship City of Rio de Janeiro is 125.

San Francisco, Feb. 24.—The sinking of the Pacific Mail steamer City of Rio de Janeiro, after striking a rock in the Golden Gate during the dense fog, Friday morning, was the most appalling disaster this coast has known for many years. Most of the bodies of the 120 and more victims are at the bottom of the sea, and many of them may never be recovered. The water where the ship lies is deep and the current swift, and the dead, with most of the wreckage, will probably be carried far out into the Pacific. The number of lives lost may never be known exactly, owing to the fact that the ship's records were lost, and it is practically impossible to tell just how many Chinese were in the Asiatic steerage.

The Call, basing its figures on statements of the Pacific Mail officials, says that 122 persons perished, the Chronicle gives the number at 128 and the Examiner states that 111 can not be accounted for. The vessel, with its valuable cargo, will be a total loss. Much difficulty has been experienced in obtaining the names of the passengers and crew, but the following lists of those known to have been drowned and those saved are believed to be accurate:

The Dead Passengers.

Rounseville Wildman, United States consul general at Hong Kong.

Mrs. Rounseville Wildman, wife of the consul.

Rounseville Wildman, Jr., son of the consul.

Dorothy Wildman, daughter of the consul.

Miss Kate Reidy, of San Francisco, governess of Wildman children.

Mrs. Sarah W. Wakefield, of Oakland.

Miss Naomi Wakefield, daughter of Mrs. Wakefield.

Miss Rowena Jehu, of Alameda.

Alfred Hart, jeweler, of Manila, formerly of San Francisco and Los Angeles.

Mrs. Alfred Hart.

Wm. A. Hen-fall, attorney, of Honolulu.

Harry Guyon, painter, of Petaluma.

Dr. Wm. E. Dodd, oculist, Butte, Mont.

Angelo Gussone, foreman Lowry sugar plantation, Kauai.

Charles Dowdall, barrister, of Shanghai, with family, residing in Santa Barbara.

Wm. McPhee, of San Francisco, who was on his way home from Honolulu.

W. A. Woodworth, of Denver.

Mrs. W. A. Woodworth, of Denver.

H. C. Matheson, of Yokohama.

H. F. Seymour, editor of the American, Manila.

Dr. Onkawara, a Japanese physician from Honolulu.

Mrs. Onkawara, wife of the doctor. Japanese servant of Mrs. Onkawara, name unknown.

Leong Chung, well-to-do Chinese student.

Charles J. A. Cox, steerage passenger from Honolulu.

Mr. Oda, Japanese merchant from Honolulu.

Mr. Sakurai, Japanese merchant from Honolulu.

Mr. and Mrs. Takata, Honolulu.

F. Sato, Japanese from Yokohama.

Mrs. Dika Hamasake, Yokohama.

Miss Hikaseki, Japanese from Yokohama.

Miss M. Hamasaki, Yokohama.

S. Tsumuro, Japanese from Kobe.

The number of Chinese passengers lost is variously estimated at from 24 to 45.

Officers and Crew Lost.

Capt. W. Ward, of San Francisco.

J. C. Johnson, first officer, a Russian Finn, of San Francisco.

John Rooney, purser, resident of Ocean View.

R. T. MacCoun, first assistant engineer, San Francisco.

T. H. Brady, second assistant engineer, San Francisco.

W. A. Munro, third assistant engineer, San Francisco.

Harry A. Scott, steward, San Francisco.

Mrs. J. L. Dormann, stewardess, San Francisco.

D. A. Carvin, quartermaster, lived on steamer.

Edward Barwick, butcher, San Francisco.

A. Malcolm, saloon watchman, lived on steamer.

John A. McArthur, steerage watchman, veteran G. A. R., San Francisco.

J. H. Smith, water tender, San Francisco.

H. M. Lewis, water tender.

Fred D. Greenway, oiler.

Walter Smith, oiler.

The steamship company estimates that of the Chinese members of the crew 36 were drowned.

Notre attempt has been made to place the blame for the disaster, but the Pacific Mail company's officials state that the pilot was subject to the orders of Capt. Ward, who went down with the vessel.

SURRENDER OF CHINA.

The Imperial Edict Regarding Punishment is Accepted as Satisfactory by the Powers.

Peking, Feb. 25.—The full text of the imperial edict regarding punishment has been sent to the ministers of the powers. It is identical with the unofficial report of the context of the contents of the edict cabled to the press. The ministers say that there is a little confusion with reference to strangulation and suicide, but that this is not important.

Li Hung Chang received a bulletin announcing the sentences which could be best carried into effect by the board of punishment, and he requested the Japanese to deliver Ying Nien and Chao Shu Chiao in order that the sentences in their cases might be executed yesterday in conformity with the edict; but the Japanese considered the notice too short, and have delayed the enforcement of the penalties until Tuesday in order that the ministers of the powers might send representatives as they desire. It is also intended to guard the men at the place of execution, so as to prevent suicide or escape.

When official confirmation, duly certified by high officers of state, of the sentences of death upon the others shall have been received and these two have been executed, China will have practically complied with the terms demanded by the powers, as she has already agreed to issue edicts prepared by the ministers of the powers for the cessation of examinations and regarding the responsibility of viceroys and governors.

Prince Chun, the emperor's brother, will soon go to Berlin to express China's regrets for the murder of Baron Von Ketteler. He says China has now accepted to the uttermost required by the powers, except the payment of the indemnities, the amount of which has not been decided. He thinks arrangements should be made for evacuation of Peking in order to enable the court to return. He says he believes no nation in history ever complied with a series of terms more quickly and more completely.

No official announcement has been made of the abandonment of the proposed expedition into the interior, but it is not likely that any further preparations will be made. The foreign envoys feel that the proposal was a masterpiece and caused the settlement of what might have been a protracted affair.

The ministers of the powers regard the punishment edict satisfactory. Chih shi, former grand secretary, and Hsu Cheng Yu, son of the notorious Hsu Tung, will be publicly executed in Peking Tuesday.

An edict has been promulgated suspending examinations at all points which were the scenes of outrages upon foreigners.

CARRIE WANTS TO GET OUT.

Wishes to Resume "God's Work" in Endangering the Saloon-Silly Letters to Judge Hazen.

Topeka, Kas., Feb. 25.—Mrs. Carrie Nation, tiring of life here, has written Judge Hazen a letter demanding release.

"I want you to quit your fooling," she writes, "and let me out of here. If you case me to miss my engagements I want feel like a ministering angel unto you. It is time you recover yourself before the devil, you master, makes a clean sweep with you into hell. You know you are persecuting one of God's children who loves you for Jesus' sake. Let me out that I may go about my business of saving such poor devils as you. Write or come to see me right off."

Judge Hazen has ignored a letter, placing it in the waste basket with dozens of others received on the subject from different parts of the country. Some of these letters threaten the judge. One, from Bunker Hill, Kas., says a committee of 50 will administer a coat of tar and feathers to the official if Mrs. Nation is not released by February 27, and another from a woman in Douglass, Mich., says:

"We now propose if Mrs. Nation is held prisoner longer, to raise the greatest army of women the world has ever known and wipe man out of existence. It is our intention to begin with you."

RESTORED TO HER MOTHER.

Courts Compel a Jesuit Convent to Surrender a Young Devotee to Her Family.

Madrid, Feb. 25.—Senorita Ubao, the young girl whom the courts had ordered restored to her mother by the authorities of the Jesuit convent which she had been induced to enter, was turned over to Senor Ubao yesterday, although the ultramontanes were credited with a determination to prevent such restitution, in order to cause a conflict between the civil and ecclesiastical authorities.

Senorita Ubao is reported to have said that she would not leave the convent except by force, because, in obedience to the will of God, she had renounced her family.

An Old Physician Dead.

St. Louis, Feb. 25.—Dr. Thomas O'Reilly, for 32 years a resident physician of St. Louis, and one of the most prominent members of the medical profession, died yesterday between 12 and 1 p. m., at his home.

O'Reilly's death was entirely unexpected by the members of the family, as he had not complained of being ill.

The grip, from which the doctor had been suffering slightly for the last month, is said to be the cause of his death.

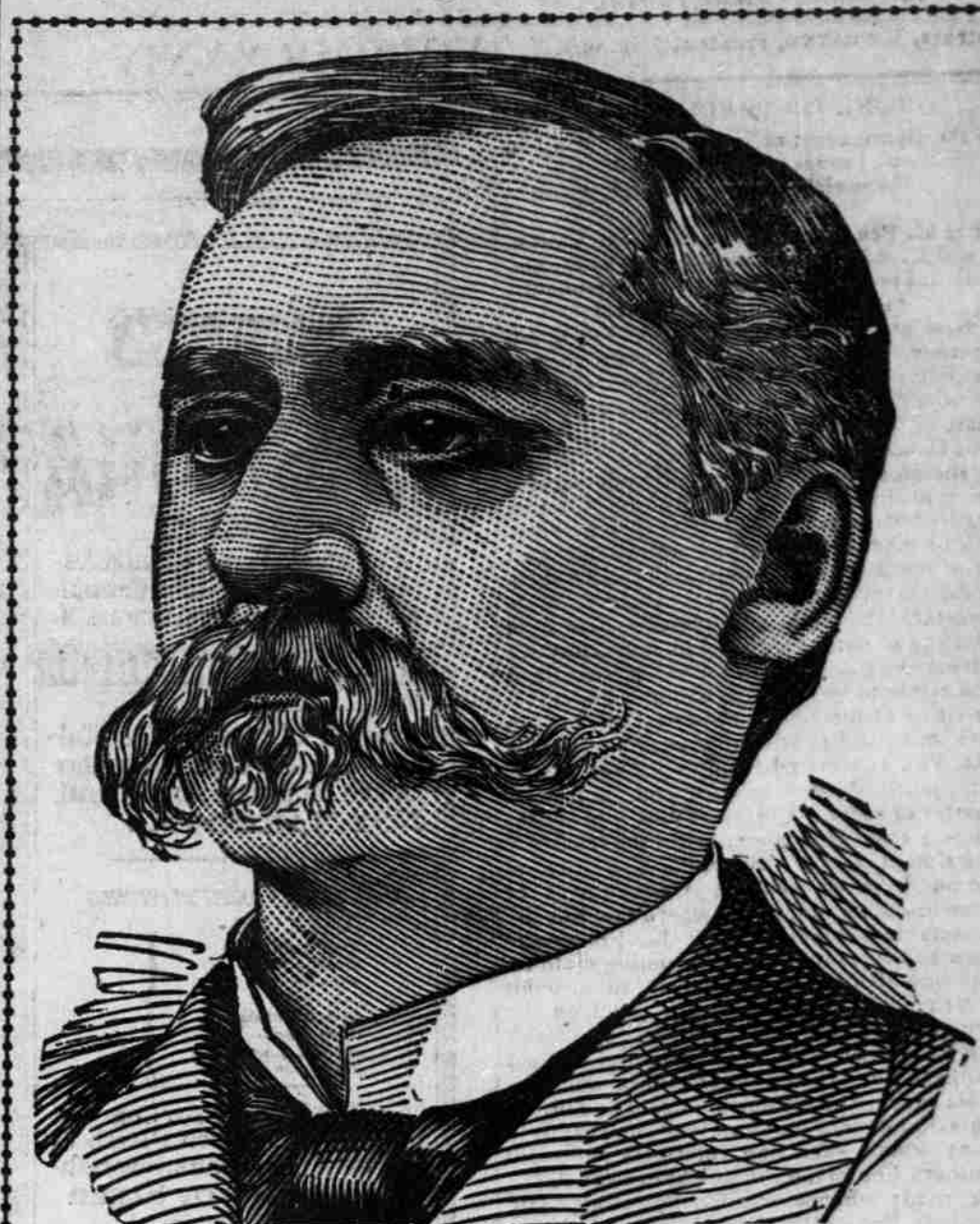
Death of an Aged Veteran.

Portland, Ore., Feb. 25.—Col. Robert Pollock, U. S. A. (retired), died yesterday, at Cornelius, Washington county, in his eighty-second year. He was a veteran of the Mexican and civil wars, and had engaged in many Indian campaigns in the west.

To Train Fishermen for the Navy. London, Feb. 25.—The British admiralty will send the third class cruiser Galypse to the Newfoundland coast to train fishermen for the naval reserve.

A UNITED STATES SENATOR

Says Pe-ru-na, the Catarrh Cure, Gives Strength and Appetite.



Hon. W. N. Roach, United States Senator from North Dakota.

Hon. W. N. Roach, United States Senator from North Dakota, personally endorses Peruna, the great catarrh cure and tonic. In a recent letter to The Peruna Medicine Company, at Columbus, Ohio, written from Washington, D. C., Senator Roach says:

"Persuaded by a friend I have used Peruna as a tonic, and I am glad to testify that it has greatly helped me in strength, vigor and appetite. I have been advised by friends that it is remarkably efficacious as a cure for the almost universal complaint of catarrh."

W. N. Roach, Larimore, North Dakota.

No other remedy can take the place of Peruna.

Mr. Ed. J. Makinson, contractor and builder, 610 Grand Block, Wabash Street, St. Paul, Minn., says:

"Many doctor bills can be saved by the use of Peruna. I have all my friends taking Peruna, and I have heard nothing but praise from them. Last fall I had a bad cough. I took four bottles of Peruna and it cured me. I am inclined to wards consumption, as all my family have died with it. I weigh 185 pounds, and I believe it is Peruna that has given me such good health."

As a result of the changeable climate, catarrh has become one of the most prevalent and universal diseases known to man. Nearly one-third of the people